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Michael P. Anderson  
NYS Department of Transportation  
Director, Tappan Zee Bridge  
I-287 Corridor Project  
660 White Plains Road, Suite 340  
Tarrytown, NY 10591

**Re: Scoping Update Comment**

Dear Mr. Anderson:

I recently attended the update meeting at SUNY Purchase and I am a member of one of the SAWG Committees. I would like to commend you and all those working on the proposals for the great deal of consideration, detail and work that has been performed so far concerning the project.

I spoke briefly at the scoping update in Westchester, but I include more elaborate remarks herein. My comments are directed to the mass transit alternatives and options that have been presented.

**BRT/ CRT COMMENTS**

With regard to any variation of the BRT (bus rapid transit), such a system provides the connectivity to the existing transit systems, as a full commuter rail line would do. A BRT would require multiple modes of transportation; however, the train would be more easily connected to the entire system at various points. This would allow greater flexibility in the future with regard to train travel. It may be particularly helpful with regard to any connection ultimately made in whatever form to Stewart Airport subsequent to its expansion.

My own observations are that the public prefers a train rather than bus and generally do not wish to wait at bus stations or stops. Regardless of whether BRT has dedicated lanes for bus traffic, it appears to be difficult to intersperse such lanes with current lanes so that it is contiguous without interruption or crossing of entrances and exits of 287 thus slowing its movement. A bus breakdown, which is generally more likely than a train breakdown, would block an entire dedicated roadway causing delays. Removing a disabled bus in a dedicated lane would require a tow truck to

enter a dedicated lane at an access point, causing further delays and the necessity of additional equipment.

Trains provide a greater volume of passengers than a bus, which would also provide some efficiencies of fuel and labor since a train would require less fuel per run than the total for various busses per passenger and a train is less labor intensive. Busses would require many drivers and maintenance crews. BRT will also require additional snow removal, sanding, salting, and plowing equipment specifically for the dedicated roadway, which leads to the additional problem that BRT would be subject to the same adverse weather conditions that afflict the vehicular traffic on 287. Under snow conditions, especially dedicated snow removal equipment and operators would be needed to continually clean the dedicated BRT roadways.

Although the CRT Commuter Rail Transit would be more costly, I believe in the long run those costs would be somewhat mitigated by its interconnection with the entire Metro North system and afford greater flexibility for transit of passengers. I note that the most recent increase in commuter usage of Metro North lines has been in the reverse commute direction, being from the New York City area northward to Westchester and Connecticut. A rail line interconnected to the existing trail systems would more easily and quickly accommodate that trend than bus rapid transit.

I believe many of my comments relative to BRT apply to the LRT component proposed for Westchester.

I believe the best long- term proposal is the CRT despite its high cost; it will be offset because it will provide a greater positive economic impact on the region.

**THE BRIDGE AND ALTERNATIVE ENERGY**

On a more tangential note, I suggested at the update that if the bridge is to be either rehabilitated or replaced, that some consideration to evaluate the bridge as a public structure with an alternative energy production component. Solar panel might be implemented as a portion of a canopy over the bridge roadway. The County of Westchester recently issued a report in which it is predicted that there will be severe energy shortages for Westchester in the coming decade and beyond. Most likely that energy shortage will extend to the surrounding areas of Rockland, etc.

The MTA, through the New York City Transit Authority, has already constructed such a structure, that being the rebuilt Stillwell Avenue/Coney Island Subway Station, which utilizes an open canopy with solar panels to provide energy to the station. Such structure may provide energy to the immediate communities and possibly produce income, which would also offset the additional costs of construction. The concept would attract interest and support from various other public quarters.

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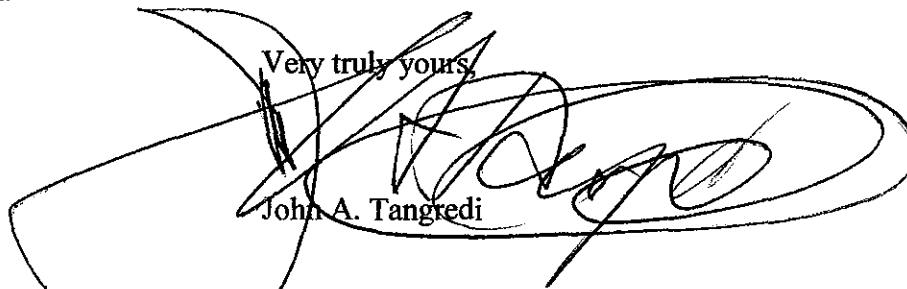
**OLD TZ BRIDGE CAUSEWAY AS A PIER/PARK**

My last comment and suggestion concerns the ultimate replacement of the bridge. If the bridge is in fact replaced does the current Tappan Zee Bridge have to be demolished?

Rather than demolishing the causeway, I suggest converting the remaining level portion of the causeway on the westerly side of the river to a long pier/park for the purposes of public use for jogging, bicycling, walking, fishing, etc. with no or minimal or any service vehicle traffic permitted.

Thank you for your consideration of my comments. Good luck on moving forward with this important project.

Very truly yours,



John A. Tangredi

cc: The Business Council of Westchester  
NYS Office of Park, Recreation and Historic Preservation  
Palisades Interstate Park Commission  
New York State Energy, Research and Development Authority

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